

~~INTIMATIONS~~

TEAM TO SHANGHAI.
S. O. S. N. Co.'s Steamers.

STEAM TO STANGHAL
P. & O. S. N. Co.'s Steamship
"NEPAUL,"
for the above place at 12 (Noon)
LEWY-the 22nd instaut.
E. L. WOODIN,
Acting Superintendent.
ong. 21st June, 1889.

BRILLANDS-INDIA STEAM NAVI-
COMPANY, LIMITED.

BATATIA, SAMARANG, AND
SRABAYA, via SAIGON and
PONTIANAK
Company's Steamship

Oreille, will be despatched as above on the 27th instant.
Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hong, 20th June, 1888. [1196

at PORT DARWIN, THURSDAY ISLAND,
TOWN, TOWNSEVILLE, and BRISBANE,
going through Cargo to ADELAIDE, NEW
LAND, and TASMANIA PORTS, NEW
CALEDONIA, and FIJI.
Steamship
"NAPLES."
Willies will be despatched as above
DAY, the 6th July, at DAYLIGHT.
Freight or Passage, apply to
GEO. R. STEVENS & Co.

UNION LINE.
FOR YOKOHAMA.
Steamship

"OXFORDSHIRE,"
Jones, due on or about 27th instant,
immediate despatch for the above Port.
Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 21st June, 1883. 1199

TO BE LET.
EASTERN HOUSE OF WESTBURY
124A, BONHAM ROAD. Possession on
Next.
Apply to
LINSTEAD & DAVIS.

**REGULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

PASSENGERS and SHIPPERS are re-
quested to note that the steamer "RO-
A," leaving Hongkong Today, the
Assistant, at FOUR P.M., will proceed to
LONDON DIRECT.

length of the voyage to London will be
ed by a few hours only, as the steamer
not call at either Malta, Gibraltar, or
both, and an ACCELERATED RATE OF
WILL BE MAINTAINED FROM EGYPT
GLAND.

E. L. WOODIN,

U. S. N. Co.'s Offices. [11/3]

**THE CHINA FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

**EXTRAORDINARY MEETING of
SHAREHOLDERS** in the above Com-
pany will be held at the Company's Office,
Queen's Road, Victoria, Hongkong,
on **THURSDAY the 19th day of July 1923 at**

Extraordinary Meeting of the Company
the 19th day of June, 1888, will be sub-
stantiated by a Special Resolution.
Order,
JAS. B. COUGHTRIE,
Secretary.
[1121]
Shanghai, 20th June, 1888.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office,
No. 10, The Arcade, on the 19th day of June, 1888, at 11 o'clock, for the purpose of considering and voting upon the following Resolutions:

at 12:00 P.M., when Resolutions will be read that each of the existing Shares of the Company be divided into five shares of \$100, each of which the sum of \$20, shall be paid up, and that the Memorandum and Articles of Association be altered in accordance therewith.

JAS. B. COUGHTREIE,
 Secretary.
 Hongkong, 30th June, 1883. [1162]

CHINA TRADERS' INSURANCE
 COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING

LIMITED, will be held at the Head-Office, India, Hongkong, on TUESDAY, the 3rd of July, 1883, at Four o'Clock in the afternoon, when the Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 12th day of June, 1883, will be submitted for confirmation as Special Resolutions.

W. H. RAY,
Secretary.
Hongkong, 13th June, 1883. [1144]
**CHINESE INSURANCE COMPANY,
LIMITED.**
NOTICE.

pany will be CLOSED from the 25th to
th instant, both days inclusive.
Order of the Board of Directors.
J. BRADLEE SMITH,
Secretary.
Jkcons, 19th June, 1883. [1186

PURCHASE OF COALS.
LED TENDERS marked "Tender for
 Coals" will be received by the Under-
 secretary to the Government, up to 4 P.M., 30th June, 1883, for the
 purchase of 350 Tons of the best fresh wrought
 iron Coal.

WILLIAM HYNES,
Acting Storekeeper.

NOTICE.
THE CHINA SUGAR REFINING
COMPANY, LIMITED.
REGISTERED SHAREHOLDERS on
the 19th May, 1888, entitled to Shares of

One Hundred (\$100) per Share to the Hong and Shanghai Banking Corporation before the 30th June, 1889, when a receipt given to be afterwards exchanged for a Scrip on presentation at the Office of the Agents of the Company.

JARDINE, MATHESON & Co.,
General Agents.
Kobe, 16th June, 1883. [1163]

of the general taxation. This is the only point which the Postal Union was founded to settle, and it is the only point on which there is good reason so far as Europe and America are concerned, but we cannot help thinking that for long distances, as from Asia to Europe and America, a higher rate ought to have been fixed, and that if this is done, when the agreement comes to be revised many of the subsidies to the Colonies of the United States and the Australian and South African Colonies, will hold out no longer; the Union then becoming universal. We do not deny the advisability of encouraging the Colonies by granting subsidies to lines of steamers, but we think that the Colonies should be encouraged to build up their own steamships and start on this plan for many years and then turn round and, without consulting the Colonies, say that they shall bear the cost. As the Committee of the Chamber of Commerce say, we can do very well without any subsidised steamers. Now that the business of subsidising steamers is over, we must turn to the question of the treatment of the Colonies, and when steamers leave for Europe by way of the Canal twice and three times a week, many

which reach Sze in less time than the mail steamers; the day for making the general public contribute towards the support of a special line may be said to have passed at least as regards Hongkong.

The Chinese Legation states that as far as it has been able to check the figures the Shanghai correspondence has been kept out of the account and the £12,000 was asked for on Hongkong correspondence alone, the P. & O. contract extends to Shanghai, and that port will have nothing to pay.

At Wails, as we take it, Hongkong is asked to pay not only all the cost between Hongkong and Singapore, London, and other ports, but also the contribution from Shanghai, the Coast ports, or Japan. As no payment can be enforced from these places, it would surely be only fair that the proportion they ought to pay should be estimated and deducted from the amount asked from us. We regret that we

the postage was not excessive, the rates of postage would be most impolitic and unjust." Lupatelli, perhaps, if we went back, before an agreement was come to with the other countries, constituting the Postal Union, to 30 cents, although even at that case it is a little improvement of the public but a very small sacrifice of the private that it would be worth to send their letters by the express of the post, the postage being more convenient. With the extra postage to that part the leaving would be slight and the trouble and the cost. We fear this paragraph in the Cham-ber's letter was written without as full con-sideration as it should have had. If it has any weight at all it could only be in the case of the rate being very greatly augmented, and certainly it would not apply to a packet of correspondence for Europe, where time is no object, may be sent up to Shanghai and posted at the French

Post Office there and a saving effected, and that not by the Messageries boats, only, as the Committee of the Chamber seems to imagine, but by the English mail as well. This disparity, which is not a new one, has been the cause of the two post offices sharing the necessary for a revision of the Union rates. It is known that many firms in Shanghai, including one of the very largest, send all their correspondence for and to Europe to the French Post Office. We cannot but think that the principle of a uniform rate irrespective of distance, while it is more to be commended, is not altogether equitable in its application. There would be no great difficulty in modifying it. We ought to be willing to pay the cost of our own postage, although we rightly objected to subsidizing steamers from England to Shanghai. But the system of a uniform rate one person is

paying heavily for the "undesired" retaliation applied to the charges for conveyance of other kinds of goods or passengers. In certain sense the Post Office is a trading partnership of the Government, and ought to pay its way like other concerns engaged in buying and selling. It should also be borne in mind that Shanghai and the other places beyond Hongkong for which the cables and wires have been laid, are not only the most important, but the actual market for the Hong Government we shall be really paying too much extent for the benefit of other nations, although, say for correspondence between Shanghai and Germany. At the same time, we do not quite see the logic of paragraph 11 of the Postmaster-General's letter. He says: "If the wrong caused at Hongkong or the packets were sent by other means, the Government would be very different." But evidently the Imperial Government wishes to maintain communication with

Shanghai, and the packets must come into Hongkong whether we avail ourselves of them for Postal purposes or not. What a person must needs go from Edinburgh to London, and is asked to deliver a paper on the way, he naturally does not matter, and his letter is addressed to a Parisian, or to Newark so long as both are in the road. Our mails do not eat anything, but they, their presence on board does, the way to the consumption of food, once there called, nor to an hour's delay. On that principle Shanghai would have to pay for the benefit of all the ports at which the steamers call, and the Government, if it proposed to subsidize, it may be taken for granted, would not subsidize the line for the benefit of Shanghai alone.

While we thoroughly agree with the general tenor of the remarks made by Mr. Lister in reply to Lord Kinnear's statement, we are not prepared to agree with

ment that a considerable portion of the amount asked for would be contributed by the Chinese population that makes comparatively little use of mail communication and are glad to see a fact to which we have so often given prominence, and which we vainly tried to impress on Sir John W. Haynes—the fact that the Chinese in the Colony are not natives—recognized by the officer of the Government, were he to agree that the Chinese should be considered in this question. We contend, we have stated above, that the expenditure on account of the Post Office should be borne as far as possible by those who make use of it. The remark of the Secretary of State was, however, indirect, or rather in an indelicate form, and shows either a great ignorance of the facts, or a lack of the Liberator's Protection Society or ignorance of the history and conditions of the Colony.

LUZON SUGAR REFINING CO., LIMITED.

An extraordinary meeting of the shareholders in the Luzon Sugar Refining Co. was held at the office of the General Agents, Messrs. Jardine, Matheson & Co., Hongkong, on the 22nd inst. The following gentlemen were present: Messrs. J. Matheson, J. G. Macdonald, J. H. Morrison (Chairman), J. W. Moore, P. D. Sisson, W. W. Rainers, D. Gillies (Company Secretary), L. P. Fleming, R. N. Macdonald, J. K. McKinnon, D. S. B. Macdonald, J. H. Macdonald, H. B. James, P. P. Chabot, C. S. Day, J. Hall, T. W. Legge, A. G. - Stokes, G. Cor, J. J. Bell, Irving, junior, and H. O. Macdonald.

The Chairman, Mr. J. H. Morrison, said that he had to wait at what passed at the last meeting as to the appointment of a new member to the Consulting Committee, I have the pleasure to inform you that the gentleman nominated to that office and has accepted of such office. We were very much greatly benefited by his experience in bringing the affairs of the Company into a more satisfactory condition. The next meeting of the shareholders I think I shall refer to the proposal I then laid before you, that as soon as our earnings were satisfactory, we would sell another

MAIL EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Tokio*, with the next American mail, left Yokohama on the 20th, and is due here on the 26th.

STEAMERS EXPECTED.
The Austro-Hungarian Lloyd's steamer *Vibe* left Singapore on the 18th, and may be expected here on the 23rd instant.
The steamer *Buzina* left Sydney on the 26th

The *H. & A. Steamer Menmut* left Port Darwin on the 15th, and is due here on the 25th instant.

The Union Line steamer *Oxfordshire*, from London, left Singapore on the afternoon of the 18th, and is due here on the 27th instant.

The Scottish Oriental Company's steamer *Taihow* left Glasgow on the 17th May, and

may be expected to arrive here about the 4th
July.

POST-OFFICE NOTICES.

The authorised List of Mails issued in
connection with this paper is the one published
twice each day in our Extra, which is always
corrected to a much later hour than that given
below.

A MAIL WILL CLOSE

For Straits Settlements.—Per *Piccola*, to-day, the 21st inst., at 10.30 A.M.

For Swatow, Amoy, and Foochow.—Per *Xianglung*, to-day, the 21st inst., at 11.30 A.M.

For Hainan.—Per *Wells*, to-day, the 21st inst., at 5.00 P.M.

For Narakasi, Kobe, and Yokohama.—Per *Kumagata Maru*, to-morrow, the 22nd inst., at 3.30 P.M.

For Kudat and Sandakan.—Per *Thales*, to-

MAILS BY THE BRITISH PACKET.
The British Contract Packet BOHEIL
E.A. will be despatched on THURSDAY,
the 21st June, with Mails to and through the
United Kingdom and *Europea Britannica*; to the
Strait Settlements, Batavia, Borneo, Ceylon,
India, Aden, Berber, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the

**MAILED BY THE UNITED STATES
PAKKT.**
The United States Mail Packet CITY OF RICH-
MOND (JANUARY), will be despatched on TUES-
DAY, the 26th inst, with Mails for Japan, San
Francisco, the United States, Canada, Honolulu
Fern. &c., which will be closed as follows:-

2.15 p.m. Registry closes.
2.30 p.m. Post Office closes, but Correspondence may be posted on board the Packet with Last Fee of 10 cents extra. Postage until the time of departure.

MAILS BY THE FRENCH PACKET.
The French Contract Packet ANADYR will be despatched on THURSDAY, the 28th inst., with Mails to the United Kingdom, Europe, and places beyond, viz: Naples, S. Africa, Mauritius, India, Ceylon, Japan, Australia, etc.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—
Day of Departure.

Noon.—Money Order & C. close.

2.00 P.M.—Registry of Letters ceases. Post-
ing of all printed matter and patterns ceases.

3.00 P.M.—Mails closed, except for Late Letters.

3.10 P.M.—Letters may be posted with late fee
of 10 cents until

3.30 P.M.—when the Post Office closes entirely.

3.40 P.M.—Late Letters may be posted on board
the packet with late fee of 10 cents, until
time of departure.

THE TRENTON MAIL.

Day before Departure.
5 P.M. Money Order Office closes. Post Office
closes, except the night box, which is always
open out of office hours.

Day of Departure.
7 A.M. Post Office opens.
10 A.M. Registry of Letters ceases. Posting
all printed matter and patterns ceases.
11 A.M. Mail closes, except for Late Letters.
11.10 A.M. Letters may be posted with Late Letters
if 10 cents until

11.30 A.M., when the Post Office closes entirely.
11.40 A.M. Late Letters may be posted on board the packet with Late Fee of 10 Cents and time of departure.

MONEY LETTERS.
Public attention is called to the following extract from the Hongkong Postal Guide, Paragraph 69:—
"The Post Office disclaims all responsibility for unregistered letters containing Bank Notes or other documents, but has been notified."

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence.

It is requested that the letters be parcelled in such manner as to arrive at least one day before the date fixed for the sale.

LOCAL AND INDIAN PARCEL POST.

1.—Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Fakhoo, the Straits Settlements, Ceylon and India. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, weigh more than 5 lbs., nor be smaller than 8 in. by 2 in. by 8 in. Such parcels may be wholly closed if they

Under this special endorsement, Parcel, containing no letter, but any parcel may be opened by direction of the Postmaster General. In the Case of Parcels for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory.

OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following. Vessels during their stay in Hongkong Harbour:-
 ANGLER OREGI, Am. bk., Staples.—Bornae Co.
 A. & W. C. Dutch ship, Yonora.—Bornae & Co.
 CONVENTUAL, Am. ship, Tibbets.
 CHANKU, QUEEN, Brit. bark, Lelacheur.—Ed.
 Solghass & Co.
 CRUSADERS, Brit. str., Kewia.—Soy Shing.
 CHANG, Am. ship, Anthony.—Newburg, C.

BAKER, and wife, H. N. Mortensen.—Ed.
BAG, Danish brig, M. N. Mortensen.—Ed.
Schellhass & Co.
Fai-tung, Brit. ste., Allison.—Yuen Fat Hong.
Hanna, Ger. bark, Klinge.—Arnhold, Karberg
& Co.
Ira, Gut. ship, W. Schnolzer.—Arnhold, Kar-
berg & Co.
JOHN WOODRIF, Am. bark, Houghton.—Ed.
Schellhass & Co.
NARDO, Brit. bark, Morrison.—Simassen & Co.
NORTHMAN, Fr. ste., Garoon.—Sibus Long.

OCEAN, Brit. str. Brown.—Adams, Bell & Co.
 TERVAN, British str. Hvos.—Widner & Co.
 TWILIGHT, Am. ship. Warland.—Adams,
 Bell & Co.
 WELLS, German str. Piper.—Widner & Co.

Printed and Published by B. CHAMBERLAIN WILCOX,
 Kinsman Street, Houghton.

HONGKONG LEGISLATIVE COUNCIL.

There is much good sense in the suggestions of Mr. Bock, and we hope some day to see the railway he proposes made. But what the adventurous traveller should imagine that the Siamese Government should be doing is completely wrong. French companies controlling the line, it is difficult to imagine. He says that the telegraph will be under French control, and that the Siamese, with exceptional favour on French enterprise, but this we take leave to doubt; the Siamese Government are, like that of Peking, very averse to allowing foreigners to take up such a position in their history. There are some good reasons, too, why the Siamese Government should work to prevent the French obtaining any footing in their country. A neighbours they should do their utmost to cultivate friendly relations with the French, but, and because they are such close neighbours, they should do all they can to prevent interference in Siam. Let the railway made, by all means, the sooner the better for the material property of the country; but if it be made by foreign capital, let the Siamese invite British, German, and American capitalists to undertake the work, and let the soundest policy of the Government be to encourage the growth of Western intercourse, and by giving friendly state stakes in the country, they would secure guarantee for their own independence. The French will find in Cochin-China one scope for their energies and enterprise in many years to come, and it is to be hoped they may never be tempted to do more than they may have to do in Siam. To be forewarned is to be forearmed, and Siam need not court a danger she should flee. The Siamese have not so far shown very great capacity for improvement, or any desire to reform their administration, but this will come, perhaps, as Western influence grows stronger, and the day will come when all other foreign states to see Siam merged in the Indo-Chinese colonies of France. Cordially and sincerely wish our French friends every success in their great mission of civilizing and opening up the kingdom of Cochin-China, the most benighted and degraded of Asiatic territories, but there should be some limit to Gallicism, and it is to be hoped it may be well that, at this stage, French colonial history, the fact should be emphasized.

[illegible][illegible][illegible]

would be very applicable. But let us imagine the British Post Office at Shanghai charged the French Post Office charged five! The French I Office would in consequence make up the same mail for London, and by an almost identical consequence of our Treaty could carry it to London at the same rate. I say it is no escape from this but by Great Britain's withdrawal from the Postal Union. High rates of postage, too, grudge the French Government the least. The French and even greater objections, apply to the proposal to discontinue using the P. & O. packets, as suggested by Lord Kimberley. Mr. Macartney has pointed out that the P. & O. 1859. For if the packets come here for their certainty would be used for the home mails. Persons would make it their business to collect letters to be posted at Singapore, or at Hongkong, and to send them to Hongkong and it certainly would be a strange condition of affairs if the community of Shanghai, on the reach of Postal contributions, could freely use the P. & O. packets, and the community of Hongkong could not use them at all. Moreover, we could not refuse to make up a mail for any country except the United Kingdom and the Straits Settlements.

18.—And though, as Lord Kimberley has said, there are numerous private steamers, which mails might be forwarded, the disadvantage of the P. & O. service would be increased by the competition into the French mail. However much the postage were lowered, next to nothing would be sent by slower means. The French Mail would take four hours to sort over and present its being sorted on board. If it were so sorted (which may be regarded on of the question) the expense would be great, at least three times as much as the French mail. A slightly mail no doubt would be the best for the wants of Hongkong at present, but the objections, I have pointed out above, are so strong that I do not see any way to recommending any alternative. The only way to prevent the French steamer, whilst which prevents utilizing private steamers to any appreciable extent would also render impracticable the attempt to forward or receive mails via San Francisco. If both the French and the British and the United States were withdrawn, we might do better on the very well with the Pacific line, but so long as the French Mails call here at all they will not be able to take practically the whole of the commerce of the Pacific. Great Britain could not bear great objections.

- (1.) Length of transit.
- (2.) Uncertainty of both arrival and departure.

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